Affairs at Burkeville.

Affairs at burkeyille.

(Special Dispatch to The Times.)

BURKEVILLE, VA., Dec. 21.—The
Southside Female Institute closed for
the holidays Friday, and the young ladies
left for borne.

eft for home.

J. L. Bradshaw & Co. closed their barrel-

J. I. Bradshaw & Co. closed their barrel-heading factory and roller mills Friday for two weeks. They are doing a rushing business.

Mr. Peter McGovern, who recently pur-chased the Dun Leach plantation, about one half a mile east of here, is at Pitts-burg on business. Mr. McGovern has great-ly improved his place, and it is now the handsomest country residence in the country.

The Presbyterian and Baptist Churches

will have their Christmas tree and enter-tainment Tuesday and Wednesday nights

Awaited Sure Justice.

Awaited Sure Justice,
(Special Dispatch to The Times.)

EASTVILLE, VA., Dec. 2i.—John Holden, who confessed the crime of criminal assault with which he was charged, expited his crime on the gallows in the jail yard of Accomac Counthouse Friday morning. The attempted crime was committed in the village of Parksby last September.

Holden seemed to have no conception of

Collided in the Dark.

Collided in the Dark.

(Special Dispatch to The Times.)

ROANDKE, VA. December 24.—
There was a head-end collision between two extra freight trains at Ferrum, on the Roanoke and Southern, last night. The collision was caused by darkness, the engines running into the station and colliding with the other train. Four men were slightly injured—Engineer W. W. Wiley, knee sprained; Fireman Steel, hip bruised; Conductor W. J. Knight, face bruised; Fireman W. H. Staples, arm sprained and hip bruised.

Wedding Cards.

(Special Dispatch to The Times.)
MDHERREN, VA., Dec. 24.—Cards are
out for the marriage of Miss B.anche
Hardy to Mr. Eugene Barnes, at the M.

E. Church, on the 2nd of January, both of Lunenburg county, Va. Miss Hardy is an attractive daughter of Mr. George W. Hardy, superintendent of schools.

FLOATING MONTE CARLO.

A Scheme That Delights the English

Gamblers.

(Special Dispatch to The imes.)

NEW YORK, December 21.-A special cablegrum from London says; Englishmen fond of gambling are delighted

over the news that a syndicate has been formed to buy an obsolete Atlantic liner and fit her up as a miniature Monte Carlo casino. The promoters propose to moor her off the English coast just out

side the three-mile limit and run a big game in the English channel off Brighton,

the place chosen. Launches will run back and forth to meet the London trains. The cost of the ship and outfittings is estimated at \$250,000, while more than that will be subscribed to stake the bank. The

will be subscribed to stake the bank. The boat will be a floating hotel as well as a gambling resort, and visitors may live abourd as long as they please in luxurious surroundings. Experienced crouplers will be imported from Monte Carlo, and roulette will be the principal game, played in strict accordance with Monaco rules.

Nominally it will be a give but any mail

Nominally it will be a club, but any man

belonging to any recognized club in Europe can easily obtain admission upon

payment of a nominal fee.

A private part of the ship will be devoted to a restricted club like any London club, with heavy subscriptions and limited membership. This, will be for private

not so much their object as providing a place where Englishmen can gamble. They reckon the profits of the hotel and restaurant business will be sufficient to

pay the expenses, so every reasonable concession will be made to gamblers.

EVANGELIZE UNITED STATES.

A Great Movement For the New

Century.

(Special Dispatch to The Times.)

YORK, December

movement has been started to begin the

Vardon Sails.

(Special Dispatch to The Times,)

NEW YORK, December 24.-Harry

Vardon, open golf champion of America and former holder of the British title, sail-

when he came. During the last two seasons Vardon has

been managed by a widely-known sport-ing goods firm of New York, but when he comes again he will be his own master. This bit of information was given out to-

day. There has been no misunderstand-ing and all parties concerned think as much of each other as ever, but the Eng-

lish ex-champion believes he can do le t-ter alone in the future.

(Special Dispatch to The Times.)

WILKESBARRE, PA., December 24.-Oliver H. Newcomb has just returned to his home here, after having been mourned as dead for twenty years. He went away

as dead for twenty years. He went away a poor man, but now he is rich. Newcomb left his wife and little boy twenty-three years ago. After two years his letters ceased, and then came the news he had died. Meanwhile the man was struggling through the mining terms as

died. Meanwhile the man was struggling through the mining towns of the West. When the Klondike rush began he was one of the first in the field and reaped a good harvest. A few months ago the longing to know about his wife became unbearable and the wandered returned.

Mrs. Sousa III.

(Special Dispatch to The Times.)

NEW YORK, December 24.—The condition of Mrs. John Philip Sousa, wife of the band-master and composer,

who is ill with typhoid-pneumonia at the Hotel Netherlands, has become so alarm-ing that Mr. Sousa has been summoned to return. Mrs. Sousa recently accom-

to return. Mrs. Sousa recently accom-panied her husband on a hunting trip to North Carolina. She became ill and

ed for England on Wednesday, He had a wonderfully successful season here, and goes away considerably richer than

ment.

respectively.

ndomitable Will and Splendid Courage of Americans.

HOW THEY TOOK PEKIN

Private Charles Minnigerode Maigne Tells How the Eyes of Foreign Troops Were Opened by Valor of Americans.

From a recent issue of the Army and Navy Register the following is taken: "One of the most interesting letters which have come from observers in China while our troops were engaged in that country, is written to relatives at home by Charles Minnigerode Mainge, of Battery P. Fifth Artillery. He was a grandson of the late Rev. Charles Minn gerode, so long rector of St. Paul's Church, Richmond, and he enlisted in the army on his eigh teenth birthday, joining Captain Reilly's battery in Manila. The letter furnishes a spirited narrative of a regular's experience under most unusual conditions. It is as follows:

"Dr. Deer Sie J. Prost fall you of the

"Dy Dear Sir, I must tell you of the receipt of your letters. On the evening of our first big battle, us we were sitting by our camp fires in front of our dog tents, pitched on the blood-stained battle-field of Yang Sung, no supper, no dinner, pisen' little breakfast, completely played out, dirty and grimy with the battle smoke our wagon train came up from Tien Tsin and brought supper, tobacco, mail and consolation. Just think of the combined felletry for a heart and a bread basket hungry boy, and two letters from B and two from D. These letters have been read and record has been noted on the cacelopes, 'received on Yang Sung battle-

"That was the battle where Reilly's battery made its famous charge against the Chinese cavalry. The English officer didn't know what to make of it. The came up to gallant old Reilly (may God rest his soul, for he sleeps beneath the green sod of the American Legation at Pekin) after the battle and admiringly asked 'Captain A. W., may I ask how many men you lost in your charge this after-

"Old Rellly smiled and scratched his chin and snapped out, 'we had one man wounded and he only slightly'
"'Well, I'll be d-' said John Bull. 'I, nw-actually thought that fully hawf your battery was anihinlated'
"We all thought so too until we got

through. We had a few minutes to pre-pare to charge in, and as a man, if hit, must surely be thrown off the piece, sev-eral of us wrote our numes and addresses on paper and pinned them to our back. I had my great and historic name print-ed in large letters on a piece of slik hand-kerchief, pinned to the back of my collar, for to tell the truth every man there exfor to tell the truth every man there expected to get hit, as we had the most terrible shell and rifle fire to pass through
I have ever seen. It is absolutely a miracle that only one man was struck. But
when he did finish the charge and open fire on the forts, artillery and cavalry op-posing us, we put the place completely on the burn in twenty-five minutes, cleared the trenches, drove out and disabled the Chinese artillery and stopped a cavalry charge within eight hundred yards.

"We stopped and went into action at the edge of a huge corn field, which was thickly populated with China sharp-shooters. They made things feel decidedly uncomfortable until a battation of marines swung into support and deployed as skirmlshers and the Ninth Infantry ran

skirmishers and the Ninth Infantry ran two Gatling guns up on the railroad bed and opened up. I tell you the rapid poppoppoppop of these machine guns was sweet music to our ears.

"Well, to make a long story short, we licked—out of them. For six hours that day we fought in dust and smoke under a biazing sun and not a drop of water to wet our throats with. I saw lifty dollars offered for four swallows of water and offered for four swallows of water and refused. We chewed corn stalks for mois-ture and that is all that kept me going. That night, as I said at the beginning of this letter we camped on the field on the Chinese position, right on the lanks of the Pel-ho River. That was Yang Sung Then commenced our forced march to the relief of Pekin. It was a forced march too. Starting out long before daybreak, with rapid-iring and long rolling volleys coming from somewhere ahead of us, where the Japanese advance was engaging the enemy (and pushing them right back too) we would hike hike hike just like automatons, throwing ourselves flat on the ground whenever a few minutes rest was ordered, dripping with perspira-tion from the blazing hot sun, and then up and hike, hike, hike again.

After the third or fourth day men began

to fall right over in our ranks, just knocked out by the sun. They would be laid on the side of the rond, out of the way and the solution would push shead. By some miracle I managed to hold out all the way, but it was only by bending every nerve to it that I succeeded (and I kept saying to myself, 'stick it out; stick it out.') The last three days of the march I was absolutely 'loop'. I haven't march I was absolutely 'loco.' I haven' the faintest recollection of those last thredays. I simply know that we made the murch, but I could not recall a detail of it to save my life. I walked every step of the way from Tien Tsin to Pekin, as the cannonneers did. The first definite re-collection I have is when Lieutenant Summerall said. 'Canoneers, mount; boys there are the walls of Pekin, trot, gallop

CAPTURE OF PEKIN. We came up to where General Chaffee and staff were and unlimbered and opened a flank fire on the walls. We drove the Chinese out, limbered up and went the the way, let me explain that limbering up means hooking the piece or gun onto the means hooking the piece or gun onto the ammunition carrier or limber to which the six horses are hitched) up to the gate in the wall from which we had just driven the Chinese and found Russian infantry and artillery crowding into the wall. The Feurteenth Infantry scaled the wall and charged and we pushed the Russians back (they seemed to go willingly, too) and entered the first gate.

There we found a Russian battery which the Chinese fire seemed to have demortance.

the Chinese fire seemed to have demor-alized, as the gunners had all descried their pieces and were crouched down in the shelter of a wall. We had to take hold of their guns and lift them cut of



or comparison with any mported champagne. Then why pay twice as nuch for foreign labels? lass grocers and wine URBANA WINE CO., Urbana, N. Y.

The Kind You Have Always Bought

Bears the INFANTS CHILDREN Signature Promotes Digestion.Cheerful-ness and Rest.Contains neither Opium,Morphine nor Mineral. Aperfect Remedy for Constipa-

Use For Over Thirty Years

our way, so that we could pass. Well, as soon as we entered the gate and got in the clear the Chinese opened up and things got so hot that Reilly thought he would drop a few shrapnel into them, so he gave the order for identerant Summerall to the erger for insutemant Summerall to take his platoon (the one to which I be-long) through a very narrow passage and open up. My piece was in the lead and he gave "column left," and we entered the alley.

900 Drops

AVegetable Preparation for As-

similating the Food and Regulating the Stomachs and Bowels of

NOT NARCOTIC.

Panjohn Sced Ak. Senna : Rockelle Salis -Aciae Seril : Hoperinat -Bi Cartoriak Scela + Worn Sced -Clarified Sugar Wilntergreen Plarver

Decipe of Old Dr. SMAUEL PITCHER

lion, Sour Stomach, Diarrhoea

Worms, Convulsions, Feverish-

ness and Loss of SLEEP.

Fac Simile Signature of

Gast Fletcher.

NEW YORK.

A16 months old .* 35 Doses - 35 Cents

EXACT COPY OF WRAPPER.

This was completely swept by the Chi-This was completely swept by the Chinese fire from the the wail of the Tartarcity and the big Pagoda and numerous sharpshooters. Well, the gun was to wide for the passage way, and J we got stuck right in the middle. Reilly went cray. He jumped down off his horse and commenced to tear the wall down with his own hands, and we knew if we stated there long there wouldn't be anyley yent to tell about it; so you should see that wall come down. Axes, shovels, sticks, hands and feet strated in. It was a case of "bleedged ter dig" and we "digged." The bullets were coming we-e-e, we-we-e-e, just like a lot of little baby pigs grunting and kicking up the dust and chipping pieces off the stones and slinging them at us. Well, sir, in five minutes ing them at us. Well, sir, in five minutes we had enough of that wall torn down to allow the piece to get unstuck and we lifted the old girl right off her feet and almost carried her through. We got back into the open and opened up and we just tore that old Pagoda and wall to little pleces. The wall of the Tartar city turned away from us there, the Pagoda being at the corner and we were in a beautiful flanking position and we just raked those walls.

raked those walls.

THE "CHINKS" ROUTED. THE "CHINKS" ROUTED.

We started in at the first tower (they were every hundred yards apart on the walls) and just cleaned each out in succession. On the second and third towers they were flying the black flag which means, "no quarter given and none asked" and it was truly humorous to see white flags of surrender go up on the towers when we had knocked their black boast down. We kept those walls clear while the other four guns of the battery and the infantry went ahead and made the assault.

After we had been firing for four or five hours, Summerall jumped up and aimed his field glasses way down the wall, gazed intently for a moment and then turned and shouted, "Three cheers! The signal flag is up. We have taken the walls of the Tartar city and rescued the American minister and the legation."

Such a scene of joy I have never wit-nessed in all my life. The stern and businesslike soldiers just jumped up and danced around in each others arms and threw their hats into the air, and three such soldier yells as came from those throats was never equalled before. We had driven the Chinese back and so we limbered up and the worn out cannoneers mounted and we moved out to join the battery. When we came down along the huge walls and saw American soldiers swarming on top of them and saw the American and English flags proudly floating on the big towers and saw the Ameri can minister and the consul, the attaches and the American ladies there we gave another yell and the whole American brigade took it up and it left a big lump n my throat and a feeling in my heart that I certainly was glad that I was an Almoridan. We mad and and Shill our task and our work was really over, so we thought, but no, next morning bright and early we went through the wall and Summerall's guns were sent ahead to blow in the gates of the successive cities, and the other four under Captain Reilly went up on top of the wall and fired over our heads while we advanced with the Fourteenth Infantry with a gatling gun to blow the gates in and take the towns. To shorten the story we just pushed the Boxers and Imperial troops back, blew in three massive gates and were just gong to blow in the gate of the sacred or city when we were recalled by Chaffee's order.

We went back to the battery and found

Captain Reilly dead. Killed early in the action. I never will forget the silence over the camp that night or the next day at the American Legation when we buried the old hero. We all went out to the Emperor's private or secred gardens and went into camp. Next day I was sent to the hospital (the 17th of August), I am something of a derelect at present but hope to be in some shape in a few

AN ELEGANT COUNTRY WEDDING

Tableaux In Church and Large Re-

ception At the House, (Special Dispatch to The Times.)

BARROW'S STOKE, VA., Dec. 24.—The pretitiest marriage that has taken place in this vicinity this season was solemnized at Jonesboro Baptist Church, by Rev. D. W. Dean, Wednesday afternoon, when W. Dean, Wednesnay afternoon, when Miss Elizabeth M. Jones, the pretty and accomplished daughter of Mr. and Mrs. John B. Jones, became the wife of Mr. Lee Edwin Barrow, a very prosperous young farmer, of this place. Dr. Clarence Porter Jones was master of ceremonies. The church was beautifully decorated with overgreeus, and a large growd of kins, Walter Powell, Ben. Jones, Robert
Jones, Arthur Jones, Walter Barrow,

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Leonard Barrow, Dick Watt Manson, Harry Williams, of Blackstone; Hugh Percival, of Petersburg, and "Nix" Burt, of Waverly, Va.; and the little Misses Lucile Barrow, Vivian Barrow, Buth and Gertrude Jones were the flower girls. As the strains of Mendelsshon's wedding

march, played by Mrs. John Maddux, be-came audib e the bridal procession marched into the church; the ushers took the lead, the flower girls came next; then the bridesmaids, Misses Lena Jones and Virgina Barrow, came in, and, in accord with the melody, the bride, attired in a dark blue silk and leaning on the arm of her uncle, Mr. Reps Jones, approached the altar, where she met the bridegroom, accompanied by his best man, Mr. Ar-

thur M Barrow.

The presents received were both numerous and costly, and the display of them was a very beautiful sight.

was a very beautiful signt.

The reception was a grand one, and the ftable, which was beautified with the decoration of asparagus, forns, smilax and carnations, was furnished with many dainty things. Many guests were present at the reception, and a fively celebration of the wedding was given.

AMATEUR DRAMATICS.

Excellent Rendition of the Lady of Lyons, Several Marriages,

(Special Dispatch to The Times.) EASTVILLE, VA., Dec. 24.—"The Lady (Special Dispatch to The Times.)

EASTVILLE, VA., Dec. 24.—"The Lady of Lyons," a most interesting drama, was played at the Young Men's Christian Association Hall, in this town, Thursday night, to an appreciative audience. The auditors were highly pleased with the way in which the parts were taken, and frequent applause was given. Miss Louise Jarvis as Pauline, Clarence Thompson as Memotte, Robinson Nottingham as Brauseant, Robert Jacob as Damas, Miss Minnie Downes as Madame Deschappelles, F. B. Robertson as M. Deschappelles, Miss Hyla Hunt as Widow Melnotte, were the principal characters. The others taking part were Clifford Goffigon, Lloyd Nottingham, Spally Nottingham, Millard Daiby, and Misses Julia Crowder and Lena Thompson. They are all young people of this county, and received many congratuthis county, and received many congratu-lations upon their excellent work. A reci-tation by Miss Crowder and music by Miss Musselman completed the evening's enter-

Several weddings have taken place dur-ing the past week. In Cape Charles, on the 19th instant, Mr. Willard Changier, engineer on the steamer New York, was united to Miss Meta Walker. The mony took place at the Southern Methodist Church, and was performed by Rev. R. E. Barrett, the pastor. On their return from a trip they will reside in Nor-

Mr. John W. Nottingham, of Cheviton Mr. John W. Nottingham, of Cheviton, was united in marriage to Miss Maggie D. Gibbs, of that vicinity. The ceremony was celebrated at the home of the bride on the 18th instant, Rev. J. W. Reams officiating. The groom is the son of Mr. John Ben Nottingham, of this county; the bride the daughter of Mr. Frank Gibbs.

Mr. Jesse Copes, of Sea View, and Miss Mary Ethel Chamoek were married on Wednesday, December 19th, Rev. J. W. Reams officiating.

The announcement is made of the mar-

The announcement is made of the mar-riage of Miss Ada E. Mapp to Dr. James

The announcement is made of the materiage of Miss Ada E. Mapp to Dr. James Edward Hyslap, of Keller. The ceremony will take place at Oak Grove Church, Accomac county, on Wednesday, December 28th. The prospective bride is the daughter of Dr. John E. Mapp, superintendent of schools for Accomac county. She is an attractive and pepular young lady. Dr. Hyslap is a young and promising physician of that county.

The marriage of Mr. Claude B. Nottingham, of Onancock to Miss Jennie P. Barstow, of Massachusetts, has been announced. The ceremony will take place at the bride's home on December 2th at moon. It will be a quiet affair, owing to the recent death of the bride's father. They will reside in Onancock. The groom is the popular teller of the Onancock National Bank, and the bride is well known on the Shore, having taught music both in Onancock and this place.

Spreading Rails.

(Special Dispatch to The Times.) (Special Dispatch to The Times.)
WINSTON-SALEM, N. C., Dec. 24.—A freight train which left here last night for Charlotte over the Mooresville Road was wrecked four miles this side of Mocksille, caused by the rails spreading. Seventeen cars left the track and piled up together. Many of them were loaded with coal. The train men escaped injury. On account of the wreck the passenger train from Mooresville to Winston was cancelled for to-day. It is thought the track can be cleared so trains can pass to-morrow.

Fired Into a Train.

Fired Into a Train.

(Special Esparch to The Times.)

LYNCHBURG, VA., December 24—As the passenger train of the Lynchburg and Durham division was passing Lone Jack last night, about six miles south of the city, in negro man whose name has not been ascertained, fired with a pistol into the coach for colored people three times. Dave Smith (colored) was shot in the side and John Green (colored) was shot in the head. The Deputy Sheriff of Campbell county, who was on the train at the time, jumped off and after a long search found the negro and placed him in the county jail.

returned to this city.

five-story brick building, one hundred by one hundred and twenty feet for the manufacture of ladies' and misses' medium-grade shoes. Mr. E. W. Pecker, of Armesbury, Mass., will be superintendent. The immense success' of the Craddock-Terry Company makes their manufacturing plant the biggest industrial advancement that Lynchburg has ever known.

be given every purchaser from now until 25th of December, 1900.

and Mahogany.

Morris Chairs, Couches, Lounges, Ladies' Desks. Heaters and Cook Stoves. Chamber Suits from \$17 to \$225.

Parlor Suits from \$18 to \$150.

Cook Stoves from \$5.50 to \$50.

Hallracks from \$5 to \$40.

Mirrors, Pictures, Lamps, Rugs, and everything in the Furniture line at prices to suit all. Ladies' and Gentlemen's Watches.

Cash or Credit. the terrible punishment meted out to him. The Accomac people deserve much credit for the cammess with which they awaited the sure course of justice.

00 Foushee & Broad.

If You Haven't

Been to see us, come around to-morrow. If you have been, come again. There are many things in our line suitable for Xmas gifts. Our stock is the best in the city.

The Bell **Book & Stationery** Company,

914 East Main Street,

EWIG, New Era Tailor,

NEW BUILDING,

615 EAST MAIN ST., Above 7th.

The best in the Tailoring Art at Reasonable



Old Dominion Steamship Co.

Daily Line for New York, the North and East

FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, at 5:00 A. M. wia C. and O. Ry., or 5:00 A. M. and 3:15 P. M. via N. and W. Ry., connecting at Nortolk with direct steamers sailing same day, 5:00 P. M. Steerage passengers can leave by auxiliary steamer Monday. Wednesday and Friday, sailing from Rocketts at 5 P. M., and changing to main-line ship at Norrolk.
FREIGHT for ail northern, eastern and foreign ports received and forwarded daily, except Sunday, at company's wharf, Rocketts

FROM NEW YORK.

PASSENGERS can leave DAILY, except Sunday, from company's pier, No. 26 North River, at 3:00 P. M., for Old Point Comfort and Norfolk, connecting with C. and O. and N. and W. trains for Richmond. Hichmond.
FREIGHT received and forwarded daily,
FREIGHT received and forwarded daily,
FREIGHT received and forwarded daily,
Freight Sunday.
Tickets on sale at Company's office 1212
East Main Street; Richmond Transfer
Company, 903 East Main Street; Jefferson
Hotel, C. and O. and R. and P. depots,
Richmond. Baggage checket through to
all robusts.

Richmond.
all points.
For further information apply to
JOHN F. MAYER, Agent,
1212 East Main Street, Richmond, Va
General Offices: 81 Beach %treet, corner
West Street, New York, N. Y.
West Street, New York, N. J. J. BROWN.
H. B. WALKER, Gen. Pass. Agent.
Traffic Manager.

C LYDE STEAMSHIP CO.'S PHILADELPHIA,
RICHMOND AND NORFOLK STEAMSHIP LINE.

Appointed sailing days: Every TUES-DAY, FRIDAY and SUNDAY at day-BAY, FRIDAL
light.
Freight received daily till 5 P. M.
For further information apply to
J. W. McCARRICK,
Gen. Southern Agent; office. Rocketts.
W. P. CLYDE & CO.

RAILROADS

Richmond Fredericksburg and Potomac Railroad.

Schedule in effect NOVEMBER 25, 1960. LEAVE BYRD-STREET STATION.

LEAVE BYRD-STREET STATION.

4:10 A. M. Daily for Washington and points North. Stops at Milford, Fredericksburg and Quantico. Sleepers to Washington and New York.

8:20 A. M. Susday only, for Washington and points North. Stops at Elba. Glen Allen, Ashland, Taylorsville, Doswell, Ruther Glen, Penola, Milford, Woodslane, Guinnea, Summit. Fredericksburg, Brooke, Widewater and Quantico. Buffet Parlor Car.

9:01 A. M. Daily except Sunday for Washington and Points North, Stops at Elba. Glen Allen, Ashland, Doswell, Milford, Fredericksburg and Quantico. Buffet Parlor Car.

12:00 M. Daily, except Sunday, for Wash-

land, Doswell, Milford, Fredericksburg and Quantico. Buffet Parlor Car.

12:00 M. Dally, except Sunday, for Washington and points North Stops at Elba, Glen Allen, Ashland, Doswell Milford, Fredericksburg and Quantico. Buffet Parlor Car. Connects with Congressional Limited at Washington.

7:45 P. M. Dally, for Washington and points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg. Brooke, Widewater and Quantico. Stops other station. Sundays. Sleeper Richmond to New York. Sleeper Washington to Philadelphia.

ARRIVE BYRP-STREET STATION.

8:40 A. M. Dally. Stops at Widewater, Brooke, Fredericksburg. Milford, Doswell, Ashland and Elba. Stops other stations Sundays. Sleeper New York to Richmond.

8:50 P. M. Dally, except Sunday. Sleeper New York to Richmond.

6:30 P. M. Dally, caret Sunday. Sleeper New York to Richmond.

8:45 P. M. Dally, Stops at Fredericksburg. Milford, Doswell, Ashland, Glen Allen and Elba. Pullman cars from New York and Washland.

8:45 P. M. Dally. Stops at Fredericksburg. Doswell, Ashland and Elba. Pullman cars from New York and Washland, Glen Allen and Elba. Buffet Parlor Car.

8:50 P. M. Dally. Stops at Widewater, Brooke, Fredericksburg. Summit, Guinea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Taylorsville, Ashland, Glen Allen and Elba. Buffet Parlor Car.

ACCOMMODATION TRAINS.

(Dally, except Sunday.)

8:18 A. M. Leaves ELBA for Quantico. 4:00 P. M. Leaves ELBA for Ashland.

6:40 A. M. Arrives ELBA for Ashland.

6:40 A. M. Arrives ELBA for Ashland.

8:25 A. M. Arrives BYRD-STREET Station from Fredericksburg.

8:25 A. M. Arrives BYRD-STREET Station from Fredericksburg. 6:05 P. M. Arrives ELBA from Ash-

Station from Fredericksburg.

5.55 P. M. Arrives ELBA from Ashlang.

S. A. L. THROUGH TRAINS VIA S. A. L. JUNCTION AND R. F. AND P. R. R.

LEAVE BROAD-STREET STATION, C. & O.

5:15 A. M. Daily, for Washington and points North. Stops at Fredericksburg and Quantico. Sieepers to New York. Dining car.

5:55 P. M. Daily, for Washington and points North. Stops at Doswell, Fredericksburg and Quantico. Sieeper to New York.

ARRIVE BROAD-STREET STATION, C. & O.

2:31 P. M. Daily. Stops only at Fredericksburg. Doswell and Ashland. Sieeper from New York.

10:31 P. M. Daily. Stops only at Fredericksburg. Doswell and Ashland. Sieepers from New York.

10:31 P. M. Daily. Stops only at Fredericksburg. Doswell and Ashland. Sieepers from New York. Dining car.

E. T. D. MYERS, W. P. TAYLOR.

E. T. D. MYERS, W. P. TAYLOR,
President, Traffic Manager.

N&W Norfolk ** Western Schedule in Effect

LEAVE RICHMOND (DAILY, BYRD-STREET STATION.

9:00 A. M., NORFOLK LIMITED. Arrive at Norfolk 11:20 A. M. Stops only at Petersburg, Waverly and Suffolk. Second-class tickets not accepted on this train.

9:05 A. M., THE CHICAGO EXPRESS, for Lynchburg, Roanoke, Columbus and Chicago. Buffet Parlor Car Petersburg to Roanoke. Pullman Sleeper Roanoke to Columbus; also, for Bristol, Knoxville and Chattanooga. Pullman Sleeper Roanoke to Knoxville.

3:15 P. M., OCEAN SHORE LIMITED.

for Bristol, Knowline and Canobe to Nooral Pullman Sleeper Roanoke to Knoxville.

3:15 P. M., OCEAN SHORE LIMITED. Arrive Norfolk 5:35 P. M. Stops only at Petersburg, Waverly, Suffolk, Second-class tickets not good on this train.

6:50 P. M., tor Suffolk, Norfolk and interacediate stations. Arrives at Norfolk at 10:40 P. M.

9:10 P. M., for Lynchburg and Roanoke. Connects at Lynchburg with Washington and Chattanooga Limited. Pullman Sleepers Lynchburg to Memphis and New Orleans. Cafe. Parlor and Observation Car Radford to Attaila, Ala. Pullman Sleeper between Richmond and Lynchburg. Berths ready for occupancy at 8:30 P. M. Also, Pullman Sleeper Petersburg and Roanoke. Trains arrive Richmond from Lynchburg and the West daily at 7:35 A. M. and 8:56 P. M., from Norfolk and the East at 11:10 A. M., 11:42 A. M. and 6:50 P. M.

Office: No. S38 Main Street.

Office: No. S38 Main Street.

City Pass. and Ticket Agent.

C. H. BOSLEY,

District Passenger Agent.

W. B. BEVILL.

General Passenger Agent.

Atlantic Goast Line

TRAINS LEAVE RICHMOND-BYRD STREET STATION.

9:00 A. M., NORFOLK LIMITED, Daily.
Arrives Petersburg 9:30 A. M., Norfolk 11:27 A. M. Stops only at
Petersburg, Waverly and Suffolk,
Va.

9:05 A. M., Dally. Arrives Petersburg.
9:05 A. M., Weldon 11:50 A. M.,
Fayetteville 4:25 P. M., Charleston.
10:55 P. M., Savannah 12:50 A. M.,
Jacksonville 7:30 A. M., Port Tampa 6:20 P. M. Connects at Wilson.
with No. 47, arriving Goldsboro 3:25
P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jacksonville.

ville.

11:55 A. M. Daily, except Sunday. Arrive Fetersburg 12:30 P. M. Stops Manchester, Drewry's Bluff, Centralia and Chester on signal.

2:15 P. M., OCEAN SHORE LIMITED. Daily. Arrives Petersburg 3:45 P.

and Chester on signal

2:15 P. M., OCEAN SHORE LIMITED,
Daily. Arrives Petersburg 3:43 P.
M., Norfolk 5:35 P. M. Stops only

4:30 P. M. Daily, except Sunday, Arrives
Petersburg 5:20 P. M., Weldon 7:42
P. M., and Rocky Mount 8:55 P. M.
Makes all intermediate stops.

6:00 P. M., Daily, Local, Arrives Petersburg 6:50 P. M. Makes all stops.

6:50 P. M., ELORIDA AND WEST INDIA LIMITED, Daily, Arrives Petersburg 7:25 P. M. Connects with
Norfolk and Western for Norfolk,
and intermediate points; Emporia
9:10 (connects with A. and D. for
stations between Emporia and
Lawrenceville), Weldon 8:58 P. M.,
Fayetteville 19:10 A. M., Charleston 5:04 A. M., Savannah 7:04 A.
M., Jacksonville 11:50 A. M., Port
Tampa 9:45 P. M.
NEW LINE TO MIDDLE GEOR1:55 A. M. Macon 11:15 A. M. &:
anta 12:55 P. M. Pullman Sleepers
New York to Wilmington, Charles
ton, Jacksonville, Port Tampa, Au
gusta and Macon
9:10 P. M., Daily. Arriving Petersburg
with Norfolk and Western Kallway,
arriving Lynchburg. 2:30 A. M.
Roanoke 5 A. M., Bristol 10:40 A.
M. Pullman Sleeper Richmond to
Lynchourg.
11:30 P. M., Daily. Arrives Petersburg

Lynchourg. P. M., Dally. Arrives Petersburg

11:30 P. M., Dally. Arrives Petersburg
12:10 A. M.
TRAINS ARRIVE RICHMOND.
4:00 A. M., Dally from Jacksonville, Savannah, Charleston, Athenta, Macon, Augusta and ail points South.
7:35 A. M., Dally, from Petersburg,
8:45 A. M., Dally, except Sunday, Petersburg local.
11:10 A. M., Dally, except Sunday, From Goldsboro and intermediate stations, Norfolk and Suffolk.
11:65 A. M., Sunday or ly, from Norfolk, Suffolk and Petersburg.
11:24 A. M., Dally from Norfolk, Suffolk and Petersburg.
11:25 P. M., Dally from Norfolk, Suffolk and Petersburg.
12:10 P. M., Dally, from Miami, Port Tampa, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro and all roints South.
13:56 P. M., Dally, from Petersburg.
14:57 P. M., Dally, from Miami, Port Tampa, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro and all roints South.
15:56 P. M., Dally, Trom Petersburg.
15:57 P. M., Dally, Trom Petersburg.
16:58 P. M., Dally, Trom Petersburg.
17:59 P. M., Dally, Trom Petersburg.
18:58 P. M., Dally, Trom Miami, Fort Tampa, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro and all roints South.
18:59 P. M., Dally, Trom Petersburg.
19:50 P. M. Dally, Trom Petersburg.
20:50 P. M. Dally, Trom Petersburg.
21:50 P. M. Dally, Trom Petersburg.
22:50 P. M. Dally, Trom Petersburg.
23:50 P. M. Dally, Trom Petersburg.
24:51 P. M. EMERSON, Traffic Manager.
35:51 P. M. EMERSON, Traffic Manager.

S:56 P. M..

Lynchburb

J. R. KENLEY,

General Manager.

H. M. EMERSON,

General Passenger Agent.

General Passenger Agent.

Division Passenger Agent.

El8 Fast Main Street.



SCHEDULE IN EFFECT DEC. 19, 1900. FROM RICHMOND.

LEAVE BROAD-STREET STATION

9:00 A. M., Dally for principal station.
Newport News, Old Point, Norfolk
and Portsmouth. Parlor car. Connects at Norfolk with O. D. S. S.
for New York, except Sunday. 3:40 P. M., Daily Local, for Newport News, Old Point, Norfolk and Ports-

3:40 P. M., Daily Local, for Newport
News, Old Point, Norfolk and Portsmouth. Pullman to Old Point.

10:00 A. M., except Sunday, Local
train for Clifton Forge. Connects
at Gordonsville for Orange, Warrenton, points on Manassas Branch
and Washington, only. Connects
at Charlottesville for Lynchburg, at
Basic City for Hagerstown, and at
Staunton for Lexington.

2:45 P. M., Daily Limited, to Cincinnati,
Louisville and St. Louis. Fullman
Sleeping cars. Connects at Gordonsville for Orange and at Orange
with Southern Railway train leaving Orange at 6:40 P. M. Daily for
stations between Orange and Washington. Connects for Virginia Hot
Springs. No. 7 Local Train follows
No. 1. except Sunday, from Gordonsville to Staunton.

5:30 P. M., Accommodation, except Sunati and Louisville. Pullman Sleeping car. CONNECTS FOR VIRGINIA HOT SPRINGS.

LEAVE EIGHTH-STREET STATION.

LEAVE EIGHTH-STREET STATION. 10:30 A. M., Daily, for Lynchburg, Lex-ington and Chitton Forge. Farlor car. Cennets, except Sunday, with Buckingham and Alberene branches. branches.
5:15 P. M. except Sunday, to Columbia.
TRAINS ARRIVE BROAD-STREET
STATION.

8:00 A. M. except bunday, from Dos-

well.

8:30 A. M. and 3:30 P. M., Dally, from Cincinnati and Lousville.

11:35 A. M. and 6:50 P. M., Dally, from Norfolk and Old Point.

8:15 P. M., except Sunday, from Clifton Forge.

TRAINS ARRIVE EIGHTH-STREET STATION. 8:40 A. M., except Sunday, from Columbia.
6:20 P. M., Daily, from Lynchburg and Clifton Forge. Except Sunday, from New Castle, Lexington and Rosney.

From New Castle, Lexington and
For detail information, connections,
etc., apply at Richmond Transfer office.
No. 903 East Main Street, Chesapeake
and Ohlo Passenger Office, No. 809 East
Main Street, Station Ticket Offices, or
address JOHN D. POTTS,
dassistant General Passenger Agent.

LEAVES CHESAPEAKE AND OHIO DEPOT-BROAD-STREET STATION.

SCHEDULE IN EFFECT NOV. 25, 1900.

TRAINS LEAVE RICHMOND. 9:20 A. M. DAILY, for Fetersburg, Hen-derson, and all Intermediate local points. This train makes close connection at Ridgeway Junction with through train for Raleigh, Atlanta, and all points South and Southwest, and runs through daily to Durham,

and runs through daily to Durham, except Sunday.

2:40 P. M. DAILY, for Petersburg, Raleigh, Columbia, Savannah, Jacksonville, Tampa, Key West and all Florida points. This train runs through solid to Jacksonville and carries through sleepers to Tampa.

4:35 P. M. DAILY, for Petersburg and Henderson, and will make all local intermediate stations.

10:40 P. M. DAILY, for Petersburg, Raleigh, Charlotte, Atlanta, Montgomery, Mobile, New Orleans and all points South and Southwest. This train carries through Sleeper for Atlanta, Columbia, Savannah, Jacksonville and Tampa.

TRAINS ARRIVE RICHMOND.

TRAINS ARRIVE RICHMOND.

TRAINS ARRIVE RICHMOND.

5:03 A. M. DAILY, from Tampa, Jacksonville, Savannah, Columbia, Raleigh and all points South.

5:35 P. M. DAILY, from Tampa, Jacksonville, Savannah, Columbia, Atlanta, Charlotte, Raleigh, Petersburg and all points South and Southwest.

10:45 A. M. DAILY, from Henderson, Petersburg and all local intermediate stations.

6:22 P. M. DAILY, from Henderson, Petersburg, and all local intermediate stations. From Durham daily, except Sunday.

For turther information, tickets, Fullman and Sleeping-car reservations, rates, maps and schedules, apply to any agent of the SEABOARD AIR LINE RAIL-WAY or to C. W. Morris, Depot Ticket Agent, Broad-Street Station (Chesapeake and Ohlo Depot), the Richmond Transfer Company, 903 East Main Street, or the Jefferson Hotel.

2. P. SMITH,

District Passenger Agent,

836 East Main Street.

SOUTHERN R'Y.

SCHEDULE EFFECTIVE DEC. 25, 1960.
TRAINS LEAVE RICHMOND. VA.
11:00 P. M., No. 11, Southern Express,
daily for Atlanta. Augusta, Jacksonville and points South. Sleeper
for Danville. Greensboro, Salisbury,
and Charlotte, open at Richmond
9:30 P. M. Stops for passengers at
local stations. Connects at Danville
and Charlotte with New York and
Florida Express (No. 33), carrying
through sleepers between New York
and Tampa, with connections for
all Florida points. Also, connects
at Danville and Charlotte with
Washington and Southwestern Limited (No. 37), carrying through

at Danville and Charlotte with Washington and Southwestern Limited (No. 37). carrying through sleepers between New York and Nashville. New York and Memphis, New York and Southwestern to San Francisco without change, with connections for all points in Texas, Mexico and California.

12:01 P. M. No. 7. solid train daily for Charlotte, N. C., connects at Moseley with Farmville and Powhatan Railroad. At Keysville for Clarksville. Oxford, Henderson and Durham, and at Greensboro for Durham, Raleigh and Winston-Salem at Danvino with No. 35, United States last mail, solid train, daily for New Orleans and New York to Saleper Richmond to Atlanta and Birmingham. Through sleeper Salisbury to Memphis.

6:00 P. M. No. 1. local, daily except. Sunday, for Keysville and Intermediate points.

TRAINS ARRIVE AT RICHMOND.

diate points.

TRAINS ARRIVE AT RICHMOND.
6:25 P. M. From Atlanta, Augusta and
6:26 A. M. From Keysville and local
8:40 A. M. From Keysville and local

6:00 A. M. South.
8:40 A. M. From Keysville and local stations.
LOCAL FREIGHT TRAINS.
Nos. et and 52, between Manchester and Neapolis.
FORK RIVER LINE VIA WEST POINT, THE FAVORITE ROUTE NORTH.
LEAVES RICHMOND.
4:20 P. M., No. 15, Baltimore Limited, daily except Sundays, for West Point and intermediate stations, making close connection at West Point with steamer for Baltimore.
2:30 P. M., No. 10, local express, daily except Sundays, for West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock; also, at West Foint with stage at Lester Manor for Baltimore. Stops at all stations.
5:00 A. M., No. 74, local mixed, Leaves daily except Sunday for West Point and intermediate stations, connecting with stage at Lester Manor for Walkerton and Tappahannock, TRAINS ARRIVE, IN RICHMOND.
9:15 A. M., daily from West Point, with connection from Baltimore, Wednesdays, Fridays and Sundays.
10:45 A. M., except Sundays and Mondays.
5:08 P. M., daily, except Sunday, from

10:40 A. M. days. days. days. except Sunday, from West Point and intermediate stations.

Steamers leave West Point Mon-Westpoordays and Fridays 5:50 days. Wednesdays and Fridays 5:50 P. M., arriving Baltimore 5:50 A. M.; returning, leave Ealtimore Tues-days, Thursdays and Saturdays 5:60

M.; returning, leave Faltimore Tuesdays, Thursdays and Saturdays 5.00
P. M., arriving West Point 8.00
A. M., and Richmond 9:15 A. M.
Steamers call at Gloucester Point,
Clay Bank, Allmonds and Yorktown.
C. W. WESTBURY,
Traveling Passenger Agent,
No. 920 East Main Street,
No. 920 East Main Street,
Richmend, Va.
J. M. CULL?,
Traffic Manager.
F. S. GANNON,
Third Vice-President and General Manager, Washington, D. C.